THE SEWER-ACCIDENT IN SCOTLAND YARD.

METROPOLITAN COMMISSION OF SEWERS.

At the adjourned meeting of the commission on Friday last, as but too frequently happens, a *quorum* could not be found, and a court, hence, could not be formed. It is really time some change were made: if there is business to be done, the delay is to be deplored; if there be no business to neglect, the meeting is a farce. Notwithstanding the want of a legal court, Sir H. De la Beche, it is consoling to think, assured the reporters extra-officially present, and through them the public, that although the process of disemboguing the sewage into the Thames be ostensibly and really on the increase at present, there is not only an unanimous determination, but a determinate plan, on the part of the commission, to rid the river altogether of sewage on the north side as well as the south, within the limits of metropolitan influence,—at least to a distance equal to Galleon's Reach. Mr. Peto also addressed those present in hopeful words. The Victoria sewer itself, he stated, is part and portion of the new system no less than of the old, with the exception of the issue, in the mean time, at the lowest level at Scotland-yard into the Thames. The whole scheme formed a well-considered well-digested plan, as would ultimately appear. As to the recent accident, Mr. Lawes said, that the commissioners had thought it advisable to await the result of the coroner's inquest, before calling on their engineer to read his report, for which, by the way, the inquest was adjourned.

At the adjourned inquest on Monday last Mr. Forster was examined, and, in accordance with the statement already made in our columns, attributed the whole mischief to the contractors. The jury returned the following verdict:—"Accidental death by drowning, and the jury cannot separate without expressing their unanimous opinion that great negligence is attributable to the contractors, Messrs. Humphreys and Thirst, and to their foremen, Wheeler and Parrett, in not consulting the engineer of the commission before undertaking the work which led to the accident."

We have some curious statements on the subject, but as they are not sufficiently authenticated we cannot print them.

LIVERPOOL EXHIBITION AND PICTURE SALES.

We are happy to say the sales of pictures are going on very favourably, and that the total amount exceeds the sum we mentioned in our last, having reached upwards of 2,300*l*. The following pictures have been sold since the report in The Builder of September 28th:—

"Sunshine and Shower, in the Vale of the Conway," C. Barber; "The Clyde, at Bonnington," J. W. Oakes; "Eton College," H. Pilleau; "Kirebonchon, Isle of Man," Bery Callow; "Nottingham," H. Dawson; "The Lesson," J. A. Puller; "On the Rhine," Mary Bright; "Nell and her Grandfather," W. Romer; "A Sussex Woodland Road," J. S. Raven; "The Broken Chord," W. Fisher: "The First Lesson," John Macdonald; "A Grey Day on the Greta," S. R. Percy; "View at Hampstead," Mrs. W. Oliver; "Aqueduct crossing the Aire," J. Clayton Bentley; "Shipwreck, Isle of Man," E. Duncan; "Flowers," Mrs. W. Duffield; "View of Broadwater, Sussex," Copley Fielding; "Grouse," W. Davis; "Woodman, Sunset," W. Havell; "West Mill, Ware, Herts," Mrs. C. Jayne; "Byland Abbey," Copley Fielding; "Lake Scene," A. Hunt; "Cwm Eigan Moor," J. W. Oakes; "Shrewsbury," W. G. Herdman; "Reflection," J. C. Rowland; "Cockley Beck," Mrs. Lindsey Aspland; "Pass of the Valley of the Biers," H. C. Selous; "Scene in the Valley of Montjore," F. H. Henshaw; "Jessie and Colin," Miss S. Setchell; "Port of Como," W. Parrott; "A Kentish Farm," G. A. Williams; "Il Reposo," A. J. Woolmer; "Brig entering Port," John Callow; "Coast of Yorkshire," A. Clint; "The Organ Boy," E. C. Williams; "Outskirts of an English Village," J. Clayton Bentley; "Fort de L'Ecluse, Valley of the Rhone," F. H. Henshaw; "The River Dulyer," J. W. Oakes; "Mountain Stream," A. Vickers; "Returning from the Moors," J. M. Richardson; "Mountain Stream," H. Jutsum; "June," G. Dodgson; "Water Tower, Chester," G. W. Herdman; "Cottages near Cackfield," Copley Fielding; "Evening, near Bray," G. A. Williams; "An Arcadian Child," Clement Barlinson.

The Exhibition is now open to the industrious classes at a nearly nominal rate, and has, in the course of the last fortnight, been visited by nearly five thousand persons, exclusive of nearly the same number of children from the various schools of the town, who have been admitted gratuitously to see the collection.

A COMMEMORATIVE COLUMN FOR 1851.

The author of the "Handbook of London," after describing the best way of entering London in the olden time to have been by its noble river, adds, "Now it is somewhat different; Englishmen and foreigners enter London by the five main thresholds of the place:" he then enumerates the railroad stations, and convincingly demonstrates that London-bridge is the "only station affording a favourable view of London at first sight. The others," he adds, "are very bad."

On reading this notice, I turned to a map of London to aid my memory in comparing the view of London from the Monument with *another view*, that would be commanded by a tower of about half the height of the Monument, erected near the station on the Southwark side of London-bridge, and noting that it would command the river front of several public buildings on the *north* bank of the Thames, a view the spectator from the Monument cannot command, and that the *loss* to sight of the *south* bank would be a *gain*, I venture through your columns to suggest to the Southwark station or other authorities, the erection of a pillar in the locality pointed out, as commemorative of the events of 1851, about to bring the nations of the world into amicable contact in London; and to which none will instrumentally contribute facilities more largely than the South-Eastern Railway Company.

From the gallery of a pillar so erected the spectator would find at his feet, the station, and its diverging lines, the hospitals, St. Saviour's Church, and London Bridge, and beyond these the façades of buildings too numerous to mention, such as no site in London, except on the Southwark side, can command. In confirmation of this position I simply refer to the map of London. As an investment it would doubtless be remunerative: and were it otherwise, a *national* monument, combining ornament and beauty with public gratification and utility, would be as legitimate, I presume, on the Southwark as on the city or Westminster side of the Thames.

The borough of Southwark has, I believe, within its limits, no public monument whatever. It is high time this reproach should be rolled away.

With a statue of Queen Victoria, our ocean Queen, on its southern approach, corresponding with that of our ocean king, William, on its northern approach, monuments to correspond in the vicinity of both statues, London Bridge (the first bridge *over* the Thames approached from the sea) would stand forth in its full and fair proportions, attesting the fulfilment of a poetical prophecy of Alexander Pope, in his "Windsor Forest," written in his minority, in the reign of Queen Anne, nearly 150 years ago:

"The poet's eye, in a fine phrenzy rolling," saw in the dim perspective of time, a future queen, and in her reign a new Whitehall, new temples, and glittering spires arise, and new villas on Thames's

"Side,
Project long shadows o'er the crystal tide."

The context as to the homage of foreign potentates and powers is curious and highly interesting, for which I refer to the poem itself. But as more immediately portraying the contemplated events of 1850, 1851, allow me to add a few lines in which Old Father Thames apostrophises Anne, Queen Regnant, who as such immediately preceded her present Majesty:—

"Hail, sacred Peace, hail long expected days,
That Thames's glory to the stars shall raise!
Tho' Tyber's streams immortal Rome behold,
Tho' foaming Hermus swells with tides of gold,
From heav'n itself though sevenfold Nilus flows,
And harvests on a hundred realms bestows;
These now no more shall be the muse's themes,
Lost in my fame as in the sea their streams.
Let Volga's banks with iron squadrons shine,
And groves of lances glitter on the Rhine.
* * * * *
No more my sons shall dye with British blood
Red Iber's sands, or Ister's foaming flood;
Safe on my shore each unmolested swain
Shall tend the flocks, or reap the bearded grain.
* * * * *
The time shall come, when free as seas or wind,
Unbounded Thames shall flow for all mankind,
Whole nations enter with each swelling tide,
And seas but join the regions they divide;
Earth's distant ends our glory shall behold,
And the new world launch forth to seek the old.
Then ships of uncouth form shall stem the tide,
And feathered people crowd my wealthy side;
And naked youths and painted chiefs admire,
Our speech, our colour, and our strange attire!
Oh stretch thy reign, fair Peace! from shore to shore,
Till conquest cease, and slavery be no more."

With slavery abolished, trade free, navigation laws repealed, and the Exposition of 1851 realised, what more fitting than a columnar memorial, erected in the heart of London, near the point to which the access of sea-going steamers and vessels, and the continental railroad line are limited, and having the ten lines last quoted as above from Pope inscribed on its pedestal?*

G. Howden.

Books.

The Fine Arts Almanack, or Artist's Remembrancer for 1851. Edited by R. W. Buss. London: Rowney and Co.

We mentioned Mr. Buss's almanack last year, on its first appearance, with great commendation, and are glad to find he has been encouraged to repeat the work. It contains a large amount of information not to be found elsewhere, and the notes of the month are written in so pleasant a manner that there is no beginning without ending them. We have, nevertheless, a quarrel with the editor for the singular deficiencies in his list of "Sculptors, Architects, and Engravers." The architects are left out altogether; Bunning, Donaldson, Kendall, Tite, &c. &c. &c. we looked for in vain. In the next edition of his otherwise excellent publication, Mr. Buss must amend this.

Turning and Mechanical Manipulation; intended as a work of general reference and practical Instruction on the Lathe, and the various Mechanical pursuits followed by Amateurs. By the late Charles Holtzapffel. Vol. III. Holtzapffel and Co., Charing-cross and Long-acre, 1850.

This work is one which will be hailed by every amateur in mechanical manipulation, by every mechanical genius not himself practically initiated by apprenticement into all the mysteries of his craft, and even in many instances by those who are as a guide, philosopher, and friend. To many, we know, who already possess the late Mr. Holtzapffel's previous volumes on "Mechanical Manipulation," it will prove a pleasure and a profit to know that his comprehensive design is now further matured by at least one essential step. In mechanics the name of Holtzapffel is in itself a host. We have every confidence in recommending the whole work under notice as a most substantially useful one to those who may not yet have benefited by its mass of practical knowledge, and may still be floundering in despairing endeavours to master some particular branch of mechanical manipulation. Here the amateur mechanical engineer, turner, joiner, cabinet maker, lapidary, jeweller, engraver, sculptor, glass-blower, marble-cutter, entomologist, astronomer, may be certain that he will find something or other that will vastly abbreviate and mature his practical mechanical labours.

We had intended to have selected, as a specimen of its useful details, some account of marble working and sculpture, glass-plate polishing, &c., but these we must reserve to another opportunity. In the meantime we may state that the design of the late mechanician, which was meant to extend to no less than eight distinct volumes, is being carried out by the practical successors to his business, Messrs. Holtzapffel and Co. with the assistance of the mass of notes, and more elaborated divisions and details ready to their hands. The limits, however, will be restricted to six volumes, of which three are still to appear. The first volume treated of mate-

* Lord Carlisle has forestalled our correspondent in the application of these lines, and quoted them at the Westminster meeting.—Ed.

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